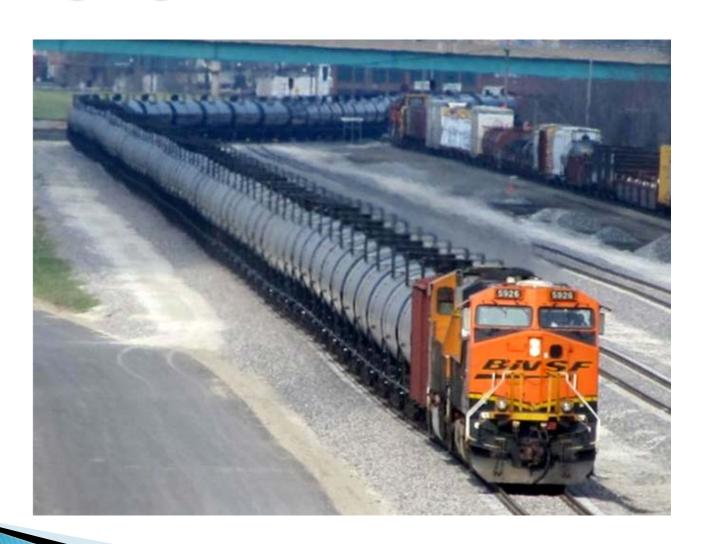
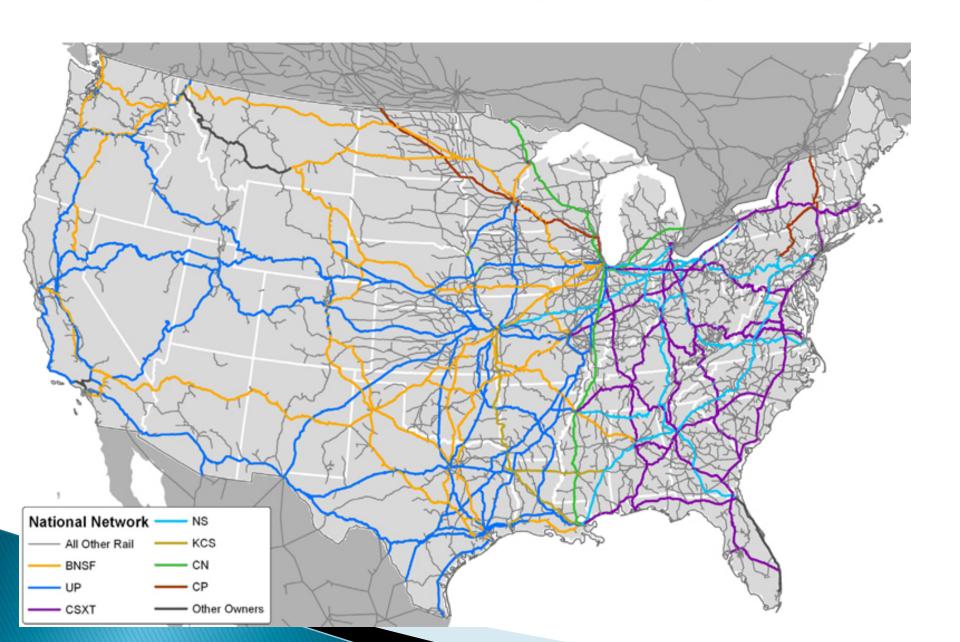
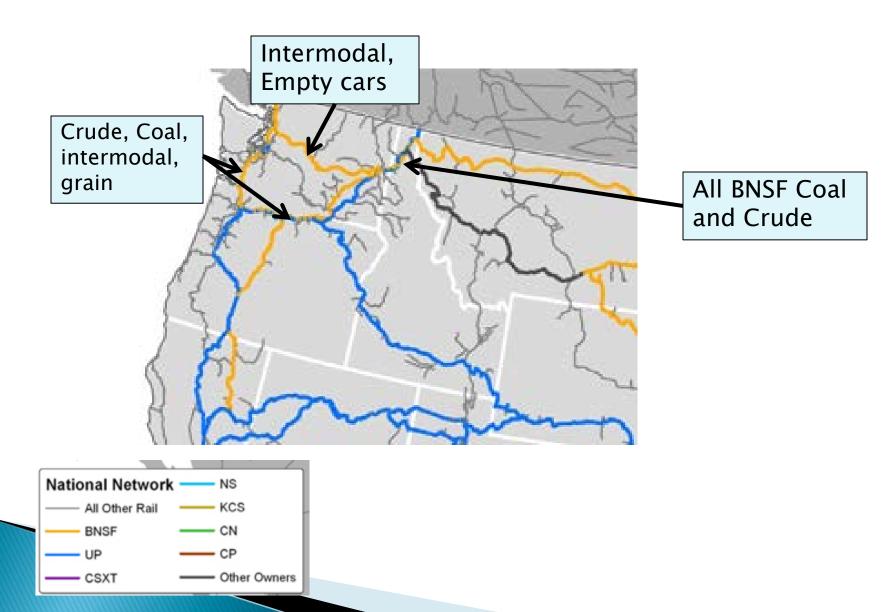
Emerging Risks/ Issues du Jour



Rail is the new black



What's moving where?





Quebec Crude Oil Derailment

- Derailment/impact speed was greater than 65 MPH on a 10 MPH Track
- 50 Dead
- None of the cars involved in the derailment were the enhanced DOT111 railcar design
- Reported that over 1.5 million gallons of crude released
- 30,000 gallons of crude impacted a river
- "River of burning crude" progressed through town igniting homes, apartments and night club
- Secondary explosions were potentially a result of burning crude coming into contact with natural gas services and/or propane storage tanks; potential for heat induced tear and/or a fuel / air explosion may have also existed

Alabama

- A little past 12:00 am on Friday November 8th, a 90 car unit train carrying crude oil derailed near Aliceville, Al.
- Twenty six (26) tanker cars filled with crude oil derailed into a wetland slough at the head waters of on a tributary of Lubbub Creek.
- Shortly after the derailment the rail cars began discharging oil, which caught fire.
- Emergency responders from local agencies evacuated a nearby residence initially but allow the resident to return home.
- Due to the danger and difficulty first responders would face getting to the railcars, it was decided to allow all the cars that were on fire to burn themselves out.
- Jordan Garrard, EPA OSC



November 8, 2013



2013-11-10



Focus:

- Rerailing
- Pumping Off Damaged Cars
- Constructing Access Roads and Pads



2013-11-13



First skimmers deployed









Highlights:

- ▶ 11/8 11/9 **FIRE!**
- CTEH and START conducted air monitoring
 - 11/9 Workplace air monitoring indicated particulates and benzene, but none of the 1 hour or 8 hr TWA action levels were exceeded.
- Rail line closed for 10 days
- Cleanup will tackle gross oil removal now and take a measured approach to long term cleanup.

Responding to Coal Spills

- Do we have any authority?
 - No CERCLA RQ, not listed under RCRA
 - Spilled coal must be characterized to make a determination
 - PAH, metals
 - Essentially activated carbon, most contaminants not bioavailable
 - Powder River Coal unlikely to hit thresholds
 - Pollutant or Contaminant?
 - Similar to suspended or deposited sediment: abrasion, smothering, alteration of texture/stability, availability of light, clogging of respiratory and feeding organs

Responding to Coal Spills

- Does the State have any authority?
 - Solid Waste Regulations

Water Quality Regulations

Oil Industry Mentoring Program

- Phillips 66 and BP are mentoring BNSF and UPRR
 - What do these tree hugging tyrants want?
 - How can ICS work for rail incidents?
 - Use Salvage Function within Ops Section
 - Why is it better to coordinate with regulators?

Sinking/Non-Floating/Group V Oils

- NWACP requires spiller to report this characteristic immediately to NRC
- WA Planholders who handle Group 5 oils must plan for a spill of it
 - "LAPIO" is industry term
- OSRO expertise/tools exist in R10 but are untested

WA Naming Convention (weedy!)

2211 Naming Convention for Oil Spills – Washington State Policy

In order to ensure that accurate and credible information is provided to the public and to elected officials, it is the policy in Washington State to use the following naming convention for oil spills:

- 1. Source by Name: Name of vessel or facility, or other source (rail, pipeline, etc.)
- 2. Geographic: Location of the incident
- **3. Incident Description**: Spill, spill threat, fire, explosion, grounding, sinking, etc.
- **4. Date**: which may be optional if the spiller has had previous oil spills.

When unified command is formed, UC officials negotiate and concur on key decisions which may include the name of the incident.

EPA OSCs – Avoid naming RP in the incident. Recommend location and incident descriptor.